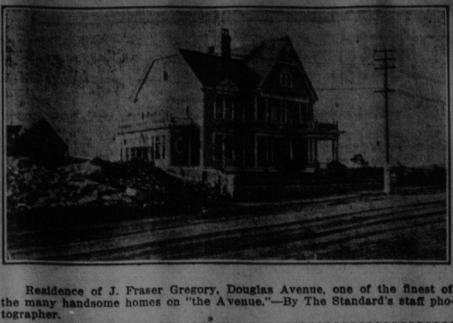


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DIARY OF EVENTS IN AND AROUND ST. JOHN

HISTORIC DAYS IN CANADA

A dramatic tale of lost treasure is connected with the wreck of the ship Primrose, which went down in the Bay of Islands, Newfoundland, on this date in the year 1792. According to the story, the Primrose was fairly loaded with a vast store of gold, precious jewels and other treasure, which had been accumulated by M. Duplex, the Governor of Mauritius, during a long career as a privateer, preying upon English commerce. Having acquired vast riches, by methods little short of piratical, M. Duplex decided to resign his post, and devote the remainder of his life to spending his money. He wrote to send his fortune directly to France, where it might be seized and turned into the treasury of his king, so he placed it on board the Primrose and despatched that vessel to Quebec. It was his purpose to go to France and give an account of his stewardship, and then proceed to Canada, where he would spend his fortune and, after a time, return to Paris, posing as one who had accumulated wealth by honest endeavor. In the course of time the Primrose sailed into Gaspe Bay, where her commander was informed that Quebec had been taken by the English a month before. Captain Duplex, who had been ordered to land when nearing the coast a terrible storm came up and the ship was driven on the reefs of the Bay. Duplex, who was on the vessel, was deprived of the spoils of years of piracy.



Residence of J. Fraser Greer, Douglas Avenue, one of the finest of the many handsome homes on "the Avenue."—By The Standard's staff photographer.

IN LIGHTER VEIN

Other Side of Shield. Wife (complaining)—The Wilfrid Smith is much larger than our Husband—Yes, my dear, and so is their mortgage.
A Lover of Peace. Briggs—You must have a lot of trouble keeping your wife dressed up in the height of style?
Griegs—Yes. But it's nothing to the trouble I'd have if I didn't.
The Right Place to Calm Down. Editor—What's the trouble out there?
Office Boy—A lady out in the hall has hysterics.
Editor—Have her escorted into the composing room at once.
Too True. Studying our human nature. This, 'mong other things, we learn. That the things that don't concern us give us out the most concern.
A Shopping Tour. Mrs. Travels (just home)—These furs I got in Paris, this beautiful watch in Geneva, and these lovely laces in Hamburg.
Mrs. Holmes—Goodness! You seem to have trotted Europe as just one big department store.
A Double Supply. "Since Jimson got the batter of Smith, there's no standing him."
That's so. When he took the conceit out of Smith, he added it to his own apparently.
A Hero. Betty—I shall not wed until I can marry a hero.
Alice—Well, my dear, just show any man who proposes to you a schedule of your yearly expenses and if he doesn't back out, he's one.
Explained. An Englishman visiting this country was remarking upon several things which had somewhat surprised him while in New York.
"Most remarkable!" he said. "Your aged New York women are so straight out for me."
"Fluff (disconsolately)—No; I married a fortune with an independent woman."—Jude.
A Difference. Ruff—"Hello, Fluff. I hear you married a woman with an independent fortune."
Fluff (disconsolately)—No; I married a fortune with an independent woman."—Jude.

BUYER AND SELLER.

Is there a tendency in the direction of carelessness, or possibly, dishonesty, on the part of a proportion of St. John retail merchants, and especially grocers and meat and fish dealers? The Standard received complaints of this nature from several sources and, recently, instituted a quiet enquiry. In one case meats and fish purchased from different stores were weighed after being taken from the stores and found to be from eight to eleven ounces short of the weight paid for. When an explanation was asked the dealers declared the weight had been hastily computed and the overcharge was an error. The money paid in excess of the correct sum was refunded. These two cases are not isolated, but are quoted merely as illustrative of a number that came to the notice of The Standard.

Some weeks ago this newspaper advised its readers to patronize local dealers as far as possible, instead of sending hundreds of thousands of dollars out of the province to the Upper Canadian mail order houses. Following the publication of the articles we received many letters alike approving and condemning the position we took. In the majority of the commendatory letters the ground was taken that the writers were unable to secure as good value for their money in the St. John stores as in the mail order houses, and that while they agreed in the doctrine "buy your goods at home," they were forced by reasons of economy to purchase in Toronto or Montreal. One writer, a lady, went a step further. She claimed to have purchased goods in a St. John store and her purchases were not delivered to her. Application at the store brought no satisfaction, so she turned her trade elsewhere.

The Standard believes in the principle of supporting home industry as far as possible. Local merchants should get the local trade, but these merchants in turn owe a duty to their patrons. At the present cost of living the men or women who make purchases are entitled to everything they pay for. There are instances where they have not received it. We do not believe retail dealers are dishonest; probably the complaints mentioned were due to carelessness. There have been, however, considerable complaints that the condition referred to exists in some cases and The Standard would hardly be doing its duty to its readers if attention was not directed to the matter. In some lines of food, such as bread, etc., there is penalty for short weight. All scales and measures used in grocery and other stores are supposed to be tested. Our best information is that they are tested. Whether a general by-law imposing a penalty where short weight or measure is given in any article would work an improvement is possibly open to question, but as merchants of St. John should be encouraged to develop the business in every way possible, there should also be some provision whereby customers may be certain that in every case they receive exactly what they purchase and pay for.

"AN INTOLERABLE THING."

The Montreal Herald has a dispute on with The Montreal Star and, in the course of the discussion between them the Herald intimated that the proprietor of The Star had attempted to secure control of The Telegraph, the Liberal paper in Montreal whose views are opposed to the views of the Star. In support of its contention that the attempt, if made, was not one that would commend itself to honest men, the Herald obtained the views of a number of Liberals, and among them one own Dr. Pugsley, who is quoted as follows:
Hon. Dr. Pugsley, ex-Minister of Public Works, said the idea of one man attempting to control the press on both sides of politics appeared to him an intolerable thing.

I think it would be a great source of dissatisfaction if any man was to obtain control of papers whose real opinions did not represent his own, and the public were thereby deceived. I think the public are very greatly interested in the situation.
I was in Toronto yesterday and heard these views expressed by several prominent men.
In Montreal one gentleman expressed the view of publication that it would be a crime against the public.
I think, Dr. Pugsley said, that expression is quite applicable to the situation.
Dr. Pugsley's remarks regarding the press on both sides of politics should be read with particular interest in St. John. He has been on both sides of politics himself and should, therefore, be an authority. As for the press, he should also speak with knowledge, as The Telegraph and The Times, the papers supporting him, have also been on both sides. Not both at once, 'tis true, but then that is merely a matter of circumstance. Doubtless, if they and Dr. Pugsley continue in the same they will be able to execute even more political acrobatics. They have already shown ability in this line, all that is required now is another opportunity.

MEXICAN METHODS.

The latest news from Mexico shows that the millennium of democracy has not yet arrived, nor is there any tangible sign of its arrival, despite the convulsions and change in that country during the last few years. The methods adopted are almost unbelievable to one accustomed to just and orderly procedure.
A short time ago, says the Ottawa Citizen, Senator Dominguez made a speech in which he severely criticized President Huerta, and declared that under his regime no real advancement had been made. Shortly afterwards the intrepid Senator "disappeared" from view. Naturally, his contemporaries desired to know the reason for his disappearance, recalling the fact that Madero had also "disappeared" in much the same way. The deputies presented a resolution of protest and inquiry, whereupon the chamber was surrounded by troops, and the inquisitive deputies were dragged off to jail. This action is characteristic of the present Mexican administration. Yet this same government, using methods that are at variance with all ideas of right and democracy, has been formally recognized by the British government. It may well be said to the credit of President Wilson, of the United States, that he has refused to make similar recognition. The contrast of action is not a pleasant one.

THE HUMAN PROCESSION

Lord Osborne de Vere Beauclerk, the half-brother and heir presumptive of the eleventh Duke of St. Albans, was born 39 years ago today. His mother was the second wife of the tenth Duke, Lord Beauclerk, who is a captain in a lancer regiment, is a descendant of Nell Gwynne. The first Duke of St. Albans married the eldest daughter of Aubrey de Vere, the last Earl of Oxford, celebrated as "the daughter of a hundred earls."
When Lord Beauclerk is in London he is given a weekly retinue of his own, and he is the possessor of the bells of St. Martin in the Fields, in memory of Nell Gwynne. Under the terms of an ancient legacy, this ceremony takes place every Friday evening, and the ringer of the bells receives in payment a leg of mutton, Nell Gwynne, the maternal ancestor of the King's late Majesty, was made Marchioness of Drury Lane. In her youth she was an orange vendor, and later became a singer, wandering from town to town to entertain the guests. At 15 she went on the stage, and her rare beauty, together with her ability as a singer and dancer, made her the most popular woman in London. Her husband, a captain in a lancer regiment, told her, "You are a most beautiful woman, but always gave her light, humorous parts. Her nature was gay, frivolous and yielding, and in a tragic or serious role, Poet tells us, she acted 'most basely.'"
Charles II. became infatuated with her, and upon becoming the King's favorite she was even an establishment of her own and admitted to the best society of London. She was generous and open-hearted, and a large part of the money she received from the royal exchequer went to aid struggling actors and actresses. At times she was very pious in spite of her unconventional code of ethics. Charles remained in love with her to the time of his death, and at his last words were: "Let not poor Nelly starve."

IMPERATOR'S BOILERS FOR SERVICE.

Hamburg, Oct. 15.—The Hamburg-American Line today admits in spite of earlier denial that its boilers for the Emperor have proved unsatisfactory and that complete rebuilding is necessary in order to reduce the excessive coal consumption and to increase the speed of the vessel.
The builders by their contract were required to compensate the company for the delay, and the boilers of the vessel from service and will have to pay approximately \$1,500 for every day she is laid off.

FIRST THINGS

THE FIRST PACIFIC RAILWAY.
The first general demand for a Pacific railway was voiced in a state convention held in St. Louis sixty-four years ago today, when the project of a national railway, the Pacific Railroad, was unanimously endorsed. The scheme was suggested three years earlier by Asa Whitney, but attracted little attention until the late 1840s. California gave promise of a rapid accumulation of wealth on the Pacific coast. Shortly after the St. Louis convention, Senator Thomas H. Benton introduced a bill into the United States Congress providing for preliminary steps in such an undertaking. In 1850 ground was broken for the Pacific railroad by the mayor of St. Louis, but it was not until 1853 that four expeditions were dispatched to survey as many proposed routes. The surveys cost \$1,000,000, but nothing more was done until 1862, when Congress, in the midst of civil war, provided for subsidies. The project was just half a century ago that actual construction commenced. There were two companies, the United Pacific, proceeding westward, and the Central Pacific, proceeding eastward from California. The road was completed in 1869.

PAROLE SYSTEM UNDER DISCUSSION.

Indianapolis, Ind., Oct. 15.—Demands for a law to punish persons who tamper with paroled men and women, were expressed by Mrs. Mand Bellington Booth and others interested in the parole work, who discussed the report of the committee on reformatory work and parole, read by Mrs. D. A. O'Sullivan, superintendent of the Andrew Mercer reformatory, Toronto, Ont., at today's session of the American Prison Association.

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UNION OF MUNICIPALITIES

Continued From Page One.
Moncton, N. B., Oct. 15.—The address written by W. D. Lighthall, of Montreal, honorary secretary of the Canadian Municipalities, was read by Alderman Osborne, of Fredericton. The address dealt with what the Provincial Unions of Municipalities have accomplished. It was as follows:
In any consideration of this subject it should be remembered that the Provincial Unions of Municipalities do not stand alone but are parts of a widespread army—covering in citizenship more than half of the population of the Dominion—in the operations which their existence is one of the chief factors, even if they did do work within their immediate spheres and in which through the Parent Union, they are constantly having an influence not only on the whole of Canada, but also on each other's progress. Let me therefore commence by outlining the history of that connection.
The Union of Canadian Municipalities was established in 1901 as a necessary protective movement. It is difficult to understand at the present day how helpless a municipality then was. The charter-shark who infested Parliament and the legislatures—unscrupulous purloiners of public rights and property by means of crooked statutes—and their henchmen who dishonored the legal profession for gain—regarded all municipalities, even the strongest, as easy prey, and treated the struggles of the people with hilarious contempt. They were well organized, while the municipalities were like scattered sheep on a hillside, and were devoured one by one at pleasure. As civic franchises became more and more valuable, large fortunes attended the business of granting charters, and these were among other devices, based upon the fraudulent obtaining of monopolistic powers to charge the public high rates for necessary electric and street railway and other services. My language may seem strong but I always feel that out and out language is a deterrent abuse.

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